CR Number:	5678
External Reference:	
Category:	COACH Part 1
Component:	CVISN Architecture
Synopsis:	Update COACH Part 1, which was last published in 2003.
Status:	Open
Disposition:	[2008-08-21] Discussed at 2008-08-21 CVISN ACCB meeting. Request additional state input by 2008-09-18.
Description:	[2008-09-05] State comments have been reviewed and a few changes were made. The complete list of changes is as follows:

Changes to the wording were implemented to simplify the text and increase readability. Other types of changes made are noted below:
• Change all references to JHU/APL CVISN Web site to FMCSA CVISN Web site;
• Update document point of contact;
• Delete note referring to the Motor Carrier Safety Improvement Act;
• Delete summary of changes at the beginning of the document;
• Delete hyperlinks that do not work;
• Delete Figure 1-1 "The COACH Supports the Workshops" and references to workshops;
• Delete Figure 1-2 "CVISN System Design – Stakeholder View".
• Section 1.3 in the old version, "How States Should Use This Document", becomes Section 1.4 in this version;
• Change "state" to "jurisdiction" in all statements regarding IRP and IFTA agreements;
• Add summary of Core CVISN requirements in Section 1.3;
• Delete material on EDI, CAT, and outdated safety systems;
• In Chapter 4 tables, change "Req Level" from "Req Level (L1/E/C)" to "Req Level (Core/Expanded)" with values
– (Core) This rating identifies a Core CVISN compatibility requirement.
– (Expanded) This rating indicates an Expanded CVISN capability that a Core CVISN compliant state may choose to implement.
• Delete CR numbers from the tables in Chapter 4;
• In Chapter 4, shade cells in tables where user is not supposed to enter a value;
• In Chapter 4.3, deleted " [Single State Registration System (SSRS)]";
• In Chapter 4.3, delete the text:
– FMCSA encourages the exploration of XML as an alternative to EDI for computer-to-computer interfaces between carriers and states.
This is a policy regarding Core CVISN. If a state chooses to first implement a Web-based (person-to-computer) credentialing approach, then implementation of a computer-to-computer interface is considered an Enhanced capability. Similarly, if a state first chooses to implement a computer-to-computer credentialing approach, then implementation of a Web-based interface is considered an Enhanced capability.
• In Table 4.4.1, add the concept: "Electronic screening is provided using license plate readers or technology other than DSRC transponders";
• Add new Chapter 5, "Data Maintenance Requirements", which was previously in COACH Part 3;
• Delete references to documents that are going to be/have been archived;
• Delete following references:
– ASTM Standard E2158-01, Standard Specification for Dedicated Short Range Communication (DSRC) Physical Layer Using Microwave in the 902 to 928 MHz Band, September 2002.
– ASTM, PS105-99 Standard Provisional Specification for Dedicated Short-Range Communication (DSRC) Data Link Layer, June 2000.

– IEEE Standard 1455-99, Standard for Message Sets for Vehicle/Roadside Communications, September 1999.
– The U. S. Department of Transportation, Federal Highway Administration, Proposed Rule: Dedicated Short Range Communications In Intelligent Transportation Systems (ITS) Commercial Vehicle Operations, 23 CFR Part 945, [FHWA Docket No. FHWA 99-5844] RIN 2125-AE63, published in Federal Register: December 30, 1999 (Volume 64, Number 250)], Page 73674-73742. Available from the Federal Register Online via GPO Access, http://www.access.gpo.gov/su_docs/aces/aces140.html [DOCID:fr30de99-43].
• Add following references:
– John A. Volpe National Transportation Systems Center (Volpe Center), Safety and Fitness Electronic Records (SAFER) Interface Certification Procedure (ICP) Version 1.0, July 2003. The latest version will be available on the Federal Motor Carrier Safety Administration (FMCSA) CVISN Web site.
– Volpe Center, SAFER Commercial Vehicle Information Exchange Window (CVIEW) Interface Re-Certification, v7, January 2008. The latest version will be available on the Federal Motor Carrier Safety Administration (FMCSA) CVISN Web site.
– Volpe Center, SAFER CVISN State Data Baseline Procedure, Version 1.0, March 2008. The latest version will be available on the Federal Motor Carrier Safety Administration (FMCSA) CVISN Web site.
– JHU/APL, Commercial Vehicle Information Systems and Networks (CVISN) Architecture [Revised], POR-02-7364 V3.0, December 2006. The latest version will be available on the Federal Motor Carrier Safety Administration (FMCSA) CVISN Web site.
– Volpe Center, SAFER Interface Control Document, Version 8.1, March 2008. The latest version will be available on the Federal Motor Carrier Safety Administration (FMCSA) CVISN Web site.
• Delete Appendix B "Change Requests (CRs) Incorporated into Previous Versions";
• Add new Appendix B "Recommended End-to-End Tests";
• Delete references to CRs that were addressed in the previous version of the document;
• Delete references to SSRS;
• Change references to "CVISN Level 1" to "Core CVISN";
• Change references to "Enhanced CVISN" to "Expanded CVISN";
• Change column "Recommended Interoperability Tests for Technical Deployment" in Appendix A checklists to "Comments";
• Delete column with pairwise tests from tables in Appendix A.

[2008-08-21] Discussed at 2008-08-21 CVISN ACCB meeting. State comments to date on COACH Part 1 and on the Core CVISN requirement 4.3.8 "Proactively provide updates to carrier snapshots as needed when IFTA credentials actions are taken or tax payments are made" were posted to the ACCB page and summarized at the meeting. Ten states have responded specifically to the question of whether exchanging IFTA data should remain a core requirement. All responses have been affirmative. Comments on COACH Part 1 will be analyzed, clarified with submitters as appropriate, and presented to FMCSA. Architecture CRs 5678 and 5692 will be updated accordingly. Changes to COACH Part 1 will be presented at the 2008-09-18 ACCB meeting.

[2008-07-21] Discussed at 2008-07-17 CVISN ACCB meeting. Request additional state input by 2008-08-18.

[2008-07-10] Original

Changes to the wording were implemented to simplify the text and increase readability. Other types of changes made are noted below:
– Change all references to JHU/APL CVISN Web site to FMCSA CVISN Web site;
– Update document point of contact;
– Delete note referring to the Motor Carrier Safety Improvement Act;

– Delete summary of changes at the beginning of the document;
– Delete hyperlinks that do not work;
– Delete Figure 1-1 "The COACH Supports the Workshops" and references to workshops;
– Delete Figure 1-2 "CVISN System Design – Stakeholder View". Section 1.3 in the old version, "How States Should Use This Document", becomes Section 1.4 in this version;
– Change "state" to "jurisdiction" in all statements regarding IRP and IFTA agreements;
– Add summary of Core CVISN requirements in Section 1.3;
– Delete material on EDI, CAT, and outdated safety systems;
– In Chapter 4 tables, change "Req Level" from "Req Level (L1/E/C)" to "Req Level (Core/Expanded)" with values
o (Core) This rating identifies a Core CVISN compatibility requirement.
o (Expanded) This rating indicates an Expanded CVISN capability that a Core CVISN compliant state may choose to implement.
– Delete CR numbers from the tables in Chapter 4;
– In Chapter 4, shade cells in tables where user is not supposed to enter a value;
– In Chapter 4.3, replaced "Carrier Registration [Single State Registration System (SSRS)]" with "Carrier Registration [Unified Carrier Registration (UCR)]";
– In Chapter 4.3, delete the text:
• FMCSA encourages the exploration of XML as an alternative to EDI for computer-to-computer interfaces between carriers and states.
This is a policy regarding Core CVISN. If a state chooses to first implement a Web-based (person-to-computer) credentialing approach, then implementation of a computer-to-computer interface is considered an Enhanced capability. Similarly, if a state first chooses to implement a computer-to-computer credentialing approach, then implementation of a Web-based interface is considered an Enhanced capability.
– In Table 4.4.1, add the concept: "Electronic screening is provided using license plate readers or technology other than DSRC transponders";
– Add new Chapter 5, "Data Maintenance Requirements", which was previously in COACH Part 3;
– Delete references to documents that are going to be/have been archived;
– Delete following references:
o ASTM Standard E2158-01, Standard Specification for Dedicated Short Range Communication (DSRC) Physical Layer Using Microwave in the 902 to 928 MHz Band, September 2002.
o ASTM, PS105-99 Standard Provisional Specification for Dedicated Short-Range Communication (DSRC) Data Link Layer, June 2000.
o IEEE Standard 1455-99, Standard for Message Sets for Vehicle/Roadside Communications, September 1999.
o The U. S. Department of Transportation, Federal Highway Administration, Proposed Rule: Dedicated Short Range Communications In Intelligent Transportation Systems (ITS) Commercial Vehicle Operations, 23 CFR Part 945, [FHWA Docket No. FHWA 99-5844] RIN 2125-AE63, published in Federal Register: December 30, 1999 (Volume 64, Number 250)], Page 73674-73742. Available from the Federal Register Online via GPO Access, http://www.access.gpo.gov/su_docs/aces/aces140.html [DOCID:fr30de99-43].
– Add following references:
o John A. Volpe National Transportation Systems Center (Volpe Center), Safety and Fitness Electronic Records (SAFER) Interface Certification Procedure (ICP) Version 1.0, July 2003. The latest version will be available on the Federal Motor Carrier Safety Administration (FMCSA) CVISN Web site.
o Volpe Center, SAFER Commercial Vehicle Information Exchange Window (CVIEW) Interface Re-Certification, v7, January 2008. The latest version will be available on the Federal Motor Carrier Safety Administration (FMCSA) CVISN Web site.
o Volpe Center, SAFER CVISN State Data Baseline Procedure, Version 1.0, March 2008. The latest version will be available on the Federal Motor Carrier Safety Administration (FMCSA) CVISN Web site.

o JHU/APL, Commercial Vehicle Information Systems and Networks (CVISN) Architecture [Revised], POR-02-7364 V3.0, December 2006. The latest version will be available on the Federal Motor Carrier Safety Administration (FMCSA) CVISN Web site.
o Volpe Center, SAFER Interface Control Document, Version 8.1, March 2008. The latest version will be available on the Federal Motor Carrier Safety Administration (FMCSA) CVISN Web site.
– Delete Appendix B "Change Requests (CRs) Incorporated into Previous Versions";
– Add new Appendix B "Recommended End-to-End Tests";
– Delete references to CRs that were addressed in the previous version of the document;
– Delete references to SSRS;
– Change references to "CVISN Level 1" to "Core CVISN";
– Change references to "Enhanced CVISN" to "Expanded CVISN";
– Change column "Recommended Interoperability Tests for Technical Deployment" in Appendix A checklists to "Comments";
– Delete column with pairwise tests from tables in Appendix A.

Fix:	
Comment:	
Attachment names:	
Responsibility:	Magnusson Nancy C
Modified Time:	9/19/2008 1:28:45 PM
Modified By:	Salazar Sandra B
Entered On:	6/18/2008 2:39:04 PM
Entered By:	Salazar Sandra B
Severity:	Medium
Priority:	No
Type:	Adaptive Change
Closed On:	